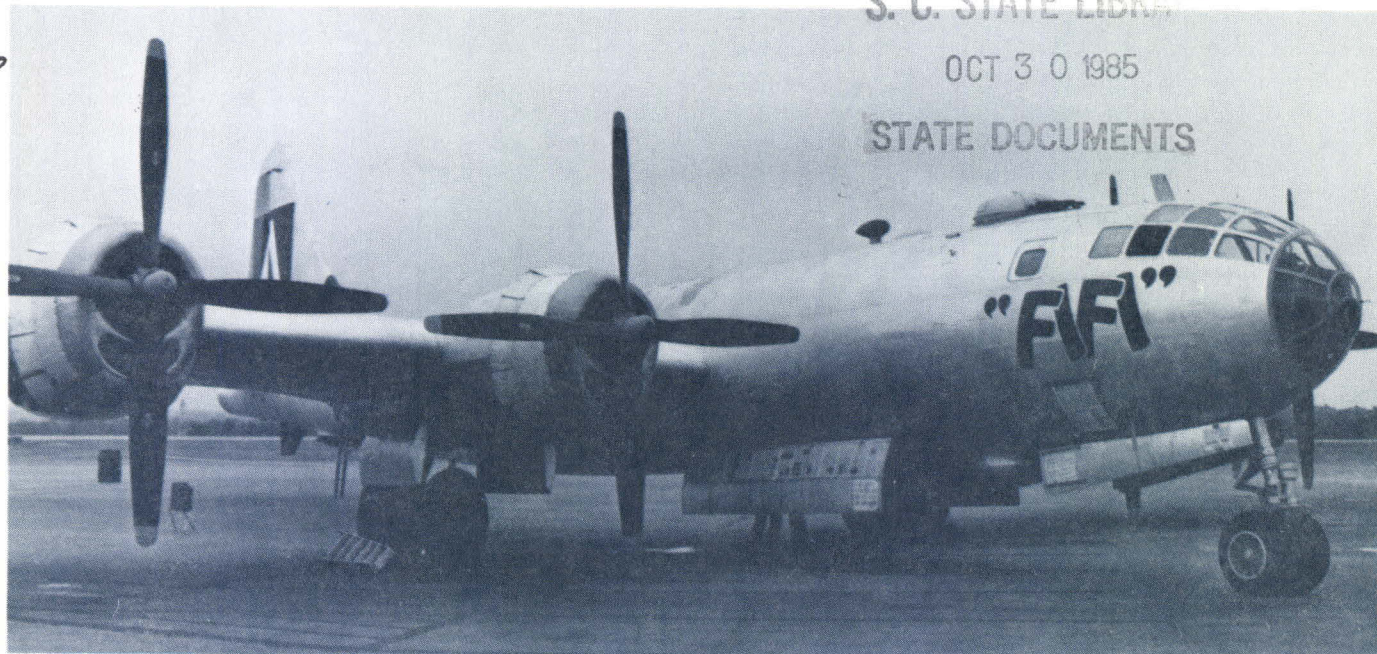


Palmetto AVIATION

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October 1985



Rare Bird

The only flying B-29 left in the world visited Columbia last month, along with an equally rare B-24 Liberator, as part of a fund raising and publicity tour undertaken by the Confederate Air Force (CAF) based in Harlingen, Texas. The giant bomber is powered by four 2,200 hp Wright Cyclone engines, burns 400 gallons of fuel and eight gallons of oil per hour and costs about \$3,000 an hour to fly. The CAF's "Airsho'85" will be held in Harlingen Oct. 10-14. (Aeronautics Commission Photo.)

AOPA, EAA oppose pilot rules changes

The Aircraft Owners and Pilots Association (AOPA) and the Experimental Aircraft Association (EAA) have both strongly objected to the inclusion of student and private pilot rules changes in the Federal Aviation Administration (FAA) recreational pilot proposal.

"Including in the Recreational Pilot Notice of Proposed Rulemaking (NPRM) numerous proposals that would place restrictions on current student and private pilots is totally inappropriate," AOPA president John L. Baker wrote in a letter to FAA administrator Donald D.

Engen. "Many pilots believe the FAA is attempting to 'backdoor' rule changes for currently certificated pilots by attaching the proposals to an otherwise commendable rulemaking action on future pilot certification."

In a letter to its members nationwide, the EAA wrote, "EAA opposes the inclusion of additional restrictions on current private pilots in this NPRM. If the provisions relating to current private pilots are not removed, EAA is opposed to the entire proposal."

The EAA letter said the FAA is seek-

ing to amend Part 61 to introduce an annual flight review for all non-instrumented rated private pilots and recreational private pilots with less than 400 hours of flight time. FAA would also require flight instruction for any pilot with less than 400 hours of flight who has not flown as pilot-in-command during the preceding 180 days. The rule would further require all private pilots and recreational pilots to undergo two hours of recurrent training annually.

"EAA believes that these provisions see **Pilots Urged, page 3**



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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Retirement of Flight Engineers at 60 violates Law, Court Says

by H.M. Burwell*

The United States Supreme Court recently ruled that flight engineers cannot be forced to retire at age 60. *Western Air Lines, Inc. v. Criswell*, U.S. Sup. Ct. Dkt. No. 83-1545. The Age Discrimination in Employment Act of 1967 (ADEA) prohibits discriminatory practices concerning terms and conditions of employment because of an individual's age. The protected age group is age 40-65 (29 U.S.C. Section 621.)

The Court rejected the defense of the airline that retirement at age 60 was a "bona fide occupational qualification" (BFOQ) which excepted the practice from the statutory prohibition. The age discrimination law permits certain employment practices to be followed which may have a discriminatory effect provided the practice is a BFOQ reasonably necessary to the normal operation of that particular business or

enterprise. However, in this instance, the court determined that the BFOQ defense to forced retirement of flight engineers at age 60 was not a requirement reasonably necessary to the safe operation of the airline.

Specifically, the airline could not show that persons over age 60 would be unable to perform their duties safely. Further, the airline did not convince the court that it was highly impractical to deal with employees over age 60 on an individual basis to determine his or her ability to perform the job safely.

The court also noted that the flight engineer retirement policy had the effect of denying 60 year old pilots reassignment as flight engineers. It held that the BFOQ exception was meant to be a narrow exception to the prohibition against discrimination and was unconvincing in this age case.

LEGISLATIVE DEVELOPMENTS

by H.M. Burwell*

Federal Air Marshals:

Effective July 8, 1985, an emergency federal aviation regulation was adopted which requires each certificate holder to whom aircraft operator security rules apply, to carry Federal Air Marshals on designated scheduled and public charter passenger flights. This regulation was adopted without notice in response to recent terrorist activity against U.S. civil aviation (FAR 108.14).

U.S. Senate Bills referred to Commerce, Science and Transportation Committee:

- S.1218 - Revocation of air carrier certificates amending F.A. Act 1958
- S.1267 - Air carrier acquisitions
- S.1321 - Airport and Air Carrier Security Improvement Act
- S.1326 - Air passenger security
- S.1343 - Safety and security for international air passengers

U.S. House bills referred to Judiciary, Foreign Affairs or Public Works and Transportation Committees:

- H.R.2781 Combating aircraft privacy amending F.A. Act 1958
- H.R.2794 Anti-Hijacking Amendments of 1985
- H.R.2796 Security standards for international transportation
- H.R.2799 Air service suspension with unsafe nations
- H.R.2806 Security personnel on international flights amending F.A. Act 1958
- H.R.2814 Death penalty for certain aircraft crimes
- H.R.2822 Security at foreign international airports
- H.R.2827 Safety and security for international air passengers
- H.R.2848 Service of beer and wine on international flights

*Mr. Burwell is in the Greenville office of the Barringer, Allen, Pinnix & Burwell law firm.

Register soon for Eighth Annual S.C. Airports Conference

If you haven't sent in your reservation forms for the Eighth Annual S.C. Airports Conference set next month at Hilton Head, don't wait any longer!

This year's conference has a varied agenda with a number of topics which should appeal to airport sponsors, FBOs, managers, consultants and others involved in the management and development of airports.

The general theme of the 1985 conference is "Airport Protection and Enhancement." Check the agenda below, then send your reservation form to reserve your place today! There's not much time left, the Conference starts Nov. 13! A block of rooms has been reserved at \$45 per night, single or double occupancy and that rate will extend through the weekend for those who would like to stay and enjoy the scenic beauty of Hilton Head.

The Aeronautics Commission looks forward to seeing you all again this year. If you have not yet received your conference and room registration forms please call 758-2766. In-state callers can call the Commission toll free at 1-800-922-0574.

CONFERENCE AGENDA

Eighth Annual South Carolina Airports Conference
Marriott's Hilton Head Resort
Hilton Head, S.C.
Nov. 13-15, 1985

WEDNESDAY, Nov. 13

3:00 - 5:00	Registration
5:30 - 7:30	Reception (Dinner on your own)

THURSDAY, Nov. 14

9:00 - 12:00	Registration
9:00 - 9:15	Welcoming remarks
9:15 - 9:45	Public Relations for your Airport Mr. Ken Medley, AOPA Regional Representative
9:15 - 9:45	Recent Legislation for Underground fuel storage Gary Varga, Talbert Cox and Associates
10:15 - 10:30	Coffee Break
10:30 - 11:15	Airport Leases Curt Bramblett, Rock Hill City Planner Joe Frasher, Manager, Greenville Downtown Airport Sam Austin, Director, Airports District Office
11:15 - 11:45	Airport Security and Aviation Theft Bob Collins, AOPA
11:45 - 12:15	Airspace: How Restricted Are We? Leon Harrison, FAA
12:30 - 2:00	Luncheon Speaker - TBA
2:00 - 6:00	Group discussions, exhibits, etc
6:00 - 8:00	Reception

FRIDAY, Nov. 15

9:00 - 9:30	Hilton Head Island Airport-- Where To? Gary Logston, Wilbur Smith & Associates
9:30 - 10:00	Flight Information and Obstructions Sid Wugalter, FAA
10:00 - 10:15	Coffee Break
10:15 - 10:45	FAA's Airport Improvement Program Sam Austin, Director, ADO
10:45 - 11:30	S.C. Airport Development Program Wayne Corley, Engineer, SCAC
11:30 - 12:00	SCAC and FAA personnel will be available for questions

Breakfast Club



- Oct. 11-13** Woodward Field,
Camden
(EAA fly-in)
- Oct. 20** Orangeburg Municipal,
Orangeburg
(annual meeting and
election of officers)
- Nov. 3** Summerville Airport,
Summerville
- Nov. 17** Laurens County,
Laurens
- Dec. 1** Walterboro Municipal,
Walterboro
- Dec. 15** Lancaster County,
Lancaster

Pilots urged to write FAA on changes

continued from page 1

have no place in a document which was intended to provide a simplified entry-level certification process for recreational pilots," the letter said.

AOPA president Baker urged Engen to consider any changes in the rules for currently certificated pilots separately from those proposed for new or future pilots.

"Each subsequent rule making action should be evaluated in the normal method and the decision whether to adopt a final rule make independently," Baker wrote.

The public comment period to the FAA rulemaking docket on this NPRM has been extended to October 24th. All pilots are urged to submit their comments on the proposed rules to the FAA, Office of the Chief Counsel, ATTN: Rules Docket (AGC-204), Docket No. 24695, 800 Independence Ave. SW, Washington, DC, 20591.

News Briefs

Anderson lets contract for automated FSS

The Anderson County Council has awarded a \$730,000 contract for construction of an automated FAA Flight Service Station at Anderson County Airport.

The contract was awarded to Taylor Construction Co. of Greenville, the lowest of six bidders on the project.

Airport Commission chairman Jerry Wiles said the flight service station is scheduled to be completed by April. Once finished, it will provide flight plan and weather service through telephone hookups to pilots statewide.

The facility will consist of an 8,000 square foot building located on the airport entranceway. About half the building will house computer equipment.

* * *

Lights installed

Work is expected to be finished early this month on a radio controlled lighting system for runway 5-23 at the airport. By keying their microphone buttons, pilots will be able to activate the runway lights for 15 minutes for night landings and take offs.

The \$60,000 system is expected to save substantially on utility costs since the lights will no longer have to be left on all night.

* * *

Park approved

The Anderson Airport Commission recently voted to develop some 250 acres of Commission property into an industrial park.

Chairman Wiles said the land is ideal for industrial development because water and sewer are readily available and because the land is adjacent to the airport. Located at what is known as the "county farm," the land fronts S.C. 24 and airport road.

* * *

Responding to a doubling of consumer demand in its first three months of service, Piedmont Commuter Airlines has added two daily flights from the Anderson Airport to Charlotte. The flights will leave the airport at noon and 2:05 p.m. Monday through Friday.

Since no commercial airline had served Anderson in a decade, Piedmont spokesman Charles Strickland said the company anticipated low bookings when it began offering flights in May. But, unexpectedly, "traffic has increased each month since we started and more than doubled in two and a half months, from 154 to 353 passengers," he said.

Parachute stops flight of ultralight

An Easley man's ride in his ultralight was halted abruptly when his parachute fell from the craft and inadvertently opened.

Benjamin Mull, a building contractor, escaped injury August 3rd when the parachute lines became tangled in the plane's propeller and axle, flipping the aircraft as he was flying about 1,500 feet above the Pioneer Farm Days Festival near Dacusville.

Mull, 24, said he fell through the air, braked by the open parachute, for several minutes before hitting the ground at a speed of about 30 mph.

An undaunted Mull said he plans to return to the skies.

Greer seeking federal grant of \$1.5 million

The Greenville-Spartanburg Airport will apply this month to the Federal Aviation Administration for \$1.5 million in grants to add five passenger boarding gates and to expand baggage pickup facilities.

The \$3 million expansion, which will begin in the spring of 1986, will allow the airport to better handle an increasing number of passengers and overnight flights, according to executive director Dick Graham.

Between April--when Delta and American began servicing the airport--and July, passenger traffic was 26 percent higher than the same period in 1984.

Graham said the airport served more 735,000 passengers in 1984 and that he expects more than 800,000 to be served in 1985.

The airport recently let bids for the re-roofing of the terminal building and the north concourse and the renovation of the ramp drainage system.

The terminal building roof and the drainage system are each about 23 years old, having been completed early in 1962 when the airport was under construction, Graham said.

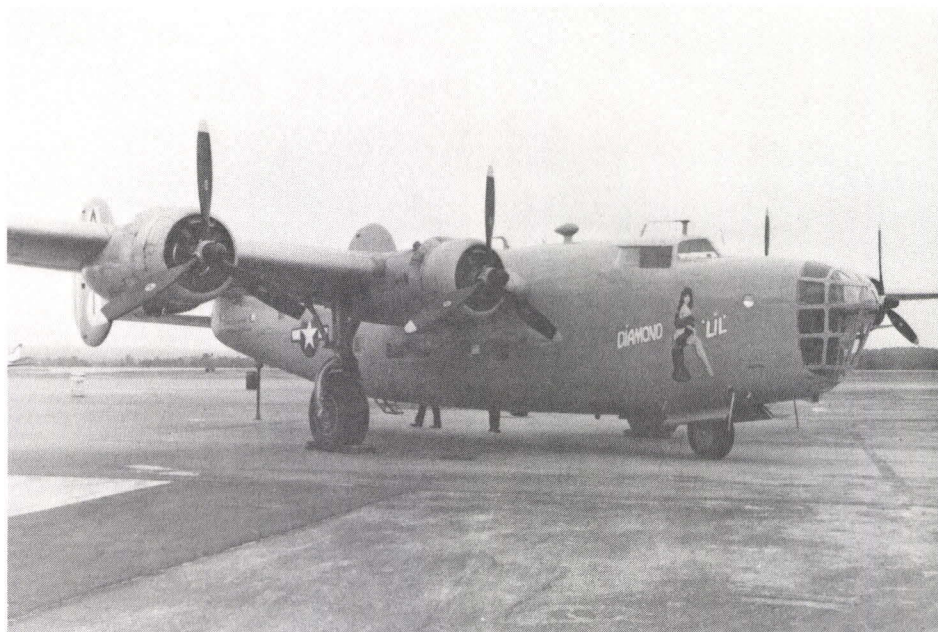
Davis Field accident kills Greenwood man

A 45-year-old Greenwood man was killed in August while practicing touch and go landings in a Piper Cherokee at Davis Field.

The victim was indentified by authorities as Thomas Colbert Miller, a student pilot at the airport.

Miller apparently lost control of the aircraft when it clipped the top of a pine tree, according to Sheriff William Stone. There were no other passengers in the aircraft.

Owner Ralph Davis said, the accident was the first fatality at the airport since it was built 39 years ago.



Diamond Lil

"Diamond Lil," owned and operated by the Confederate Air Force (CAF), is the only flying B-24 left in the world and the oldest one in existence, being the 18th of over 19,000 built. The Liberator visited Columbia last month along with the B-29 shown on the front page. The CAF, based in Harlingen, Texas, owns and operates a number of World War II aircraft which are seen at air shows around the country. (Aeronautics Commission photo)

Union County Man, four others killed in crash

A Union County man was one of five people killed when a twin-engine Piper slammed into a fog-shrouded mountain near Hendersonville, N.C. Aug. 23.

James Wayne Carlisle, 36, of Rt. 1, Buffalo, was on the plane when it crashed about 10 p.m. according to the Henderson County Sheriff's Department.

Also killed were Hugh Van Pittman, 46, the pilot; Ruth Elizabeth Barthle, 19; Robert I. Sanders, 48 and Winnelle Sanders. All were from Dade City, Fla. There were no survivors.

The aircraft was enroute from Lexington, Ky. to the Greenville-Spartanburg Jetport when it struck the side of Stone Mountain, 10 miles south of Hendersonville.

The group was returning from a cattle show and planned to proceed on to Florida after dropping Carlisle at the Greer airport.

Seven injured in SRP crash

A Savannah River Plant security helicopter hit a tree last month and crashed, slightly injuring seven persons who were aboard, plant officials said.

Plant spokeswoman Becky Craft said the helicopter was on a routine security exercise when it went down about a mile from the Allendale barricade inside the plant's boundaries.

The helicopter, a Messerschmitt-Bolkow-Blohm BK-117, was one of two

that has been operated by Wackenhut Security Services at the plant since December, 1984. The helicopters are used for aerial observation, transporting special response teams and other security jobs in and around the 300 square mile plant area.

The facility is owned by the U.S. Department of Energy and operated by the Du Pont Company to make material for nuclear weapons.

Funds voted for Loris, Aiken jobs

The South Carolina Aeronautics Commission approved \$56,000 in state funds last month for runway improvements at the Loris and Aiken Airports.

At its regular meeting in September, the Commission unanimously voted to give \$30,000 to Twin City Airport and \$26,000 to Aiken Municipal Airport.

Twin City Airport Director Robert Pasqualicchio said the money would be used to fill cracks, patch depressions, apply a seal coating and paint runway end markings on the 3,700 foot runway.

"We're trying to enhance the industrial potential of the area," Pasqualicchio said. "We have 35 acres bordering the airport that would be perfect for a large factory of any type."

He said the runway improvements would make the airport a more attractive facility, particularly for larger corporate aircraft.

At Aiken, Assistant City manager Steve Thompson said the Aeronautics grant will be used to seal cracks in the airport's crosswind runway. The airport is used regularly by corporate jets including those owned by Owens Corning and Campbell's Soup Co. which have plants in the Aiken area.

Both the Aiken and Loris grants will be matched by like amounts from the local governments to complete the projects.

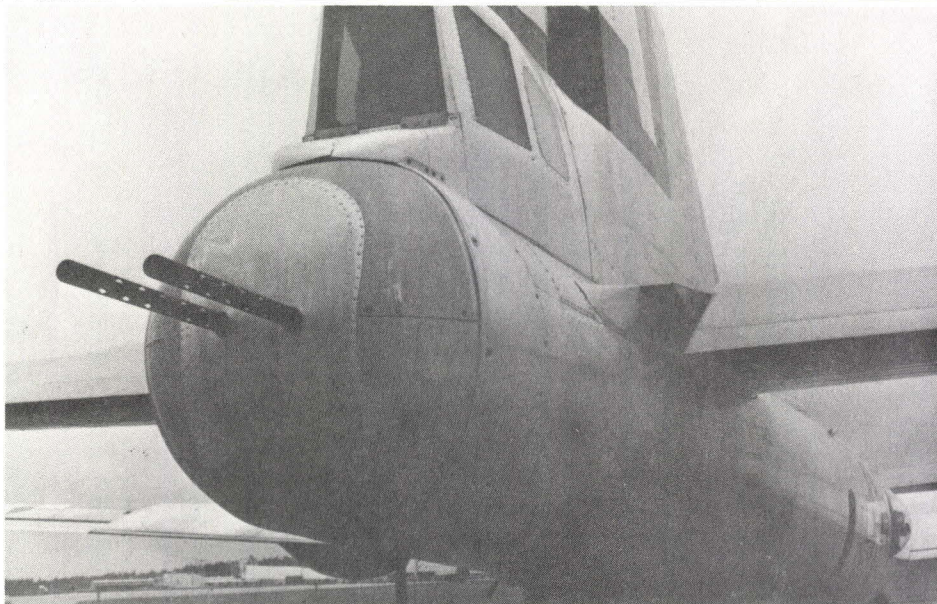
The Aeronautics Commission has an ongoing program of state aid to local airports and has approved more than \$634,000 for various airport improvements during the 1984-85 fiscal year.



Commission extends NAIA Lease

The Horry County Airport Commission voted in August to extend a 10 year lease to the North American Institute of Aviation at the Conway Airport.

The institute is an FAA accredited school which offers both flight training and a maintenance course leading to the FAA airframe and powerplant certification.



The Business End

The tail section of the B-29 Superfortress showing the tail gunner's position and the twin 50 caliber machine guns. Note the retractable tail skid at bottom of the picture. The skid was used during take offs and landings because of the aircraft's relatively slow maneuvering speed and high angle of attack. (Aeronautics Commission Photo.)

New VOR/DME installed at Orangeburg airport

The VOR at Orangeburg, which has suffered from weak signal and poor location and been plagued with breakdowns, has been replaced with a second generation terminal VOR/DME that will provide a stronger, more accurate signal to pilots.

Sam Austin named manager of Atlanta ADO

Sam Austin has taken over management of the FAA Atlanta Airports District Office.

Austin is a North Carolina native with an undergraduate degree from North Carolina State and a master's degree in community planning from Georgia Tech.

He began his FAA career in the Southwest Region's Airports Division in 1967 as an urban planner and, since then, has worked in FAA headquarters and the Northwest Mountain Region.

The FAA agreed to install and maintain a new VOR/DME in Orangeburg if the city would build a facility to house it. Public Works Director Reese Earley said his department was able to construct a building meeting FAA requirements for less than \$15,000. City labor accounted for 80 percent of the work. The \$100,000 system has been installed and is expected to be commissioned shortly.

In addition to being more reliable, the new VOR is situated on a hill, so its signal will be stronger and more accurate. The old one, located in a low-lying area, had a good bit of interference that rendered some of its readings inaccurate.

Robert Allen, manager of the FAA Air Facilities sector said the excellent cooperation FAA received from Earley and other city officials saved taxpayers both time and money. Usually, it takes FAA four years to budget and build a VOR/DME station. The City's involvement in the project cut that time to one year and made the project less expensive, he said.

General Dynamics defense firm to own Cessna

Cessna Aircraft Co., the nation's last independent major manufacturer of general aviation aircraft, announced that it has agreed to be acquired by General Dynamics Corp., a large St. Louis defense contractor.

The merger agreement calls for General Dynamics to acquire a minimum of 11.8 million shares of Cessna stock at \$30 a share. With the 500,000 shares already owned by General Dynamics, the company would control 50.1 percent of the Wichita manufacturer's stock.

Plans call for Cessna to become a wholly owned subsidiary of General Dynamics with current Cessna officers Russ Meyer, chairman, and Bill Van Sant, president, to retain their offices.

The company was formed in 1927 by Clyde Cessna who built and flew his first plane in 1911. About 64 percent of the 213,000 active aircraft in the U.S. are Cessnas, according to industry estimates.

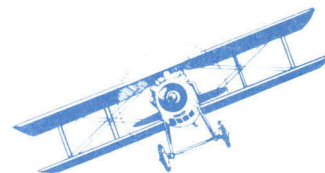
Berry named flight standards division manager

William "Bill" Berry Jr. has been named manager of the Flight Standards Division for the Southern Region.

Born in Augusta, GA, Berry served in the U.S. Air Force for four years before going to work for the airport in Savannah. He served in the Georgia National Guard for eight years prior to joining FAA in 1971.

Berry earned a B.A. degree in Aeronautical Administration at the University of Georgia and a M.S. degree in Public Administration at George Washington University.

He and his wife have three children and three grandchildren. He lives in Newnan, GA.





The South Carolina Search and Rescue Competition (SARCOMP) team proudly displays trophy received during the Middle East Region SARCOMP

SC NAMED WINNER IN CAP'S SARCOMP

The South Carolina Wing, Civil Air Patrol (CAP) members were named overall winners in the Middle East Region Search and Rescue Competition (MER-SARCOMP) held at Wilson Municipal Airport, Wilson, NC, on September 13 - 14.

The MER has seven wings (states) which are: Delaware, Maryland, National Capital (Washington, DC), North Carolina, South Carolina, Virginia, and West Virginia. Each wing sends a team to the competition consisting of a mission coordinator team, an air crew, and a ground team. The evaluators give each team a problem that will be judged in the following categories: Air Search - Missing Person and ELT; Ground Operations - Missing Person and ELT; and Mission Coordination.

In each category the judging is on how well the air crew and ground teams work together with the direction from the mis-

sion coordinators in finding their targets in the least amount of time. The mission coordinator must follow clues given by the evaluators and send the aircraft with crew to the most likely area. The air crew fly a grid search in their assigned area looking for their objective. When the target has been located, the air crew must then vector the ground team to it using air to ground signals, message drops, or radios if permitted. The target is different on each phase of the competition. Phase I is the ELT with the missing person (Phase II) becoming lost from the "crash."

The SARCOMP gives the teams a chance to put their training to the test and the opportunity to find their search and rescue weakness without waiting until it's for real. After all, when it comes to saving a life, it has to be done quickly and correctly.



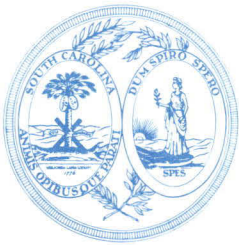
HONORS WHERE HONOR'S DUE

"Honors Where Honor's Due" was the theme for the Greenville Composite Squadron, Civil Air Patrol (CAP) on September 3 during the Parent Appreciation Night hosted by the squadron cadets.

The evening activities included an open house, refreshments, a tour of the squadron facilities, introduction of the special guests, and briefings on activities attended during the summer by the cadets. During the presentation of awards, the South Carolina Wing, Civil Air Patrol Cadet Competition trophy was presented to the winning Greenville Composite Squadron Drill Team. The drill team proudly showed the guests a sample of how they won by giving a drill demonstration. Other top awards given were: Outstanding Cadet of the Year, Cadet Shawn B. Copeland; Cadet of the Quarter, Cadet Jody Harris; and the Most Improved Cadet, Cadet Scott Harrell.

The Greenville cadets showed pride and professionalism during the Parents Appreciation Night. It was their chance to say "thank you" to their parents and to let the parents know that the sacrifices they make were not unrecognized. It also gave the cadets the chance to honor their peers and each cadet was honored.

Among the special guests were the Mayor of Greenville, William D. Workman III; South Carolina Wing Commander, Colonel William E. Hobson; and the parents of the Greenville Composite Squadron cadets. Others attending were the rest of Greenville Composite Squadron, South Carolina Wing members, South Carolina Wing USAF Liaison Officer, and South Carolina Wing USAF Reservists.



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Hangar Dedicated

Southeastern Shrine Association President Dwight Holder, second from right, and Hejaz Temple officials cut the ribbon at the dedication of the Hejaz Temple Flying Nobles hangar at the Greenville Downtown Airport during the 1985 Southeastern Shrine Convention held at Greenville in August. From left are Carl Patrick, Hejaz Temple Potentate; Arnold Emery, Flying Nobles Captain; and Ralph Schmidt, Flying Nobles Captain Emeritus and founder of the unit. Richard Garrett, member of the Flying Nobles is not visible in the photo, but is standing second from left. (Aeronautics Commission Photo).

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.